

600 Green Car Men Go Out On Strike

FRENCH SWEEP FT. THIAUMONT AND FLEURY

Hold Verdun Defen-
ces That Changed
Hands Thrice.

GERMANS KEEP UP
FIERCE STRUGGLE

Have Lost in Three Days
Ground It Took a
Month to Win.

By ARTHUR S. DRAPER.

London, Aug. 4.—Joffre's men are masters to-night of a blood-stained strip of ground three miles long and about a mile deep, just north of Verdun, which they have won from the Germans in one of the most hotly fought battles of the long struggle on the Meuse. In their three-day offensive they have conquered ground which it took the Crown Prince's army over four weeks to wrest from them.

The chief points won are the ruins of the town of Fleury, the fort of Thiaumont and the ridge in the wood of Vacherauville. To-day's fighting centred around Thiaumont and Fleury, the points where the Germans had pushed their lines nearest to the shell-battered ruins which were once the great fortress of Verdun. Both places changed hands three times in the last twenty-four hours, but to-night the poilus hold the whole of the fort and most of the town.

Desperate German counter attacks are still being made, as they have been made ever since the French offensive began. Again and again the Crown Prince threw forward masses of his best troops to regain the ground for which Germany paid such a staggering price. Often they succeeded, for a time at least. The French were driven from Fleury, and those who had occupied Thiaumont also had to retreat at risk of being cut off.

New Assaults in Vain.

Still the German regiments charged, hoping in the confusion of the French retreat to regain trenches lost in the previous two days' fighting. But the new assaults were in vain, and late to-day the French again sprang out and drove the enemy from the town and the fort. Since then the most desperate drives have failed, but the Germans have not yet given up hope of winning back these positions.

The casualties on both sides have been terrific, but the French insist that the Germans have suffered more severely than themselves. The German counter attacks have been frequent and furious, and regiment after regiment has withered away under the fire of the French guns and rifles.

In the territory captured the effects of the French shells have been seen in piles of dead and dying, while the barbed wire has made escape for the defenders of many of the posts impossible. The French have also captured 2,175 undounded prisoners.

The fact that the Germans' guns have been less effective is shown in the French feat of bringing eighty prisoners back with them when they retreated the first time from Thiaumont.

All France Rejoicing.

The success of the drive has caused the greatest rejoicing throughout France, even more than did the victories along the Somme. Verdun has long been a magic name to the French people, and though during the height of the German attacks there the nation had seemed to endure the loss of the town without flinching, the knowledge that the danger is over and that the iron grip of the Hohenzollerns is being loosened has caused a joy which can only be exceeded by the final victory.

London, too, the French success is hailed with delight. The capture of Fleury is the first fruit of the new French offensive, and is proof of a strength and a vitality in her armies which had hardly been hoped for by the people at large—however well the high command knew the facts. It had been accepted that France had done her share in holding the line until the British could prepare, and Britain had accepted as hers the task of turning out the Germans. The fact that France is still able to bring such magnificent strength to the task is evidence that the joint offensive may not be so long, nor so costly, as had been expected.

The success of the French drive,

'Tom Brown' of Sing Sing Is Favored for Governor

Senator Wagner Tells Murphy and His Upstate Allies That He Doesn't Wish Nomination, and Osborne Is Talked Of for Place.

Thomas M. Osborne, warden of Sing Sing Prison, was seriously discussed as a possibility for the Democratic nomination for Governor at another conference here yesterday, in which Charles F. Murphy and his upstate allies took part. Mr. Osborne's name came up before the conference after Senator Robert Wagner, whose nomination had been agreed on, made a pathetic plea that he be eliminated as a candidate.

The same group of Democratic leaders took part in yesterday's confab, and the upstate men especially were reluctant to heed Senator Wagner's plea. Nevertheless, when he told the conference that, loyal organization man that he was, he did not relish the job of being sacrificed, Mr. Osborne's name was brought into the discussion.

Candidate Hard to Find.

The second day's conference of the Democratic leaders developed the fact that Murphy and his chief political lieutenants are irrevocably opposed to the nomination of Justice Seabury. Their chief difficulty now is in finding a candidate with which to beat him, and they are having all kinds of trouble. Senator Wagner at the conference yesterday endeavored to impress upon the conferees the fact that he did not want the nomination for Governor, and would take it only if it came in the form of a command from the organization.

His chief ambition has been to go on

SHACKLETON BACK; FAILS IN RESCUE TRIP

Explorer's Second Attempt to Reach Comrades Vain.

London, Aug. 4.—Lieutenant Sir Ernest Shackleton has again failed to rescue the main body of his Antarctic expedition left on Elephant Island, in the South Shetland group, says "The Daily Chronicle," and has returned to the Falkland Islands.

Sir Ernest returned on board the steamer Emma, says a Reuter dispatch from Port Stanley. The ship was forced back by heavy gales and ice, and it was found impossible to get near Elephant Island through the pack ice. The ship was battered, the engines injured and the Emma was obliged to proceed under sail.

Sir Ernest, the correspondent adds, recognizes that it is useless to attempt to force a passage with a light ship, and he is waiting for the steamer Discovery to come from England.

Sir Ernest Shackleton has made two attempts to rescue the main body of his expedition, comprising twenty-two men, which was left on Elephant Island when Shackleton and five of his men started out in search of aid last April.

Sir Ernest left Montevideo on June 8 for Elephant Island, and returned to Port Stanley on June 25. He immediately organized another relief expedition and sailed from Punta Arenas on July 18. The last report of the expedition, received from Buenos Aires on July 26, said that the Emma had reached the ice fields of the Antarctic region.

SON CALLED "GOOD" BEATS HIS MOTHER

"So Good He Deserves Spanking," Says Judge.

Morris Rubenstein, who said he was a junior in Fordham College, was arraigned for disorderly conduct in night court last night on the complaint of his mother.

"Did you strike your mother and leave those bruises on her face?" demanded Magistrate Groehl.

"Yes, I did," admitted young Rubenstein, "but my meals had not been served regularly. I hadn't eaten in twenty-four hours."

"Any boy, college student or not, who does a thing like that should get six months in the workhouse," said Magistrate Groehl.

"He's a good boy, your honor," put in Mrs. Helen Rubenstein, the complainant, "don't send him away."

"He's the kind of a good boy that deserves a sound spanking," declared the magistrate.

At the mother's request he remanded Morris until his case could be investigated by a probation officer. He will be sentenced Monday and will stay in jail meantime. He is twenty-one years old and lives at 558 East 191st Street, The Bronx.

IN WILL REMEMBERS BLIND GERMAN TROOPS

Juggler Leaves Household Goods to Fund for Victims.

Paul Hutt, a vaudeville strong man and weight lifter, who died on July 18, left his household effects to blind soldiers of the German army. In his will, filed yesterday in the Surrogate's court, he said: "I direct that the entire contents of my apartment at 5 Verchtesgaden Strasse, Berlin, including my works of art, furniture and household effects, be sold and the proceeds given to the Blind German Soldiers' Fund of Berlin, or, if no such fund exists, that the proceeds be applied to improving the condition of the blind German soldiers."

HINDENBURG PLANS DRIVE ON PETROGRAD

London Hears Attack Will Be Launched from Baltic Provinces.

TO MOVE MANY
SOLDIERS NORTH

Campaign Believed To Be Designed to Relieve Pressure on Galicia.

By ARTHUR S. DRAPER.

London, Aug. 4.—Coincident with the assumption by von Hindenburg of the supreme command on the Eastern front, the German war council has determined that the field marshal shall take an immediate offensive against Petrograd, in hope of forcing the abandonment of the English drive. This news came to London through European neutral channels to-night, and caused many discussions in military circles throughout the city. So many startling and unexpected moves has the German high command made in the two years of the war that every fresh report is eagerly seized upon here.

The proposed drive will be made from the Baltic provinces, it is understood, with Riga as the base of operations. Hindenburg will be given a free hand and allowed to prosecute the drive on the Russian capital at the expense, if necessary, of territorial losses to the Teutonic armies in the south.

That he will risk the weakening of the Austro-German lines in Volhynia and Galicia by transferring any large number of troops to the north is doubted by critics here.

Army men are extremely skeptical, too, of the possible success of any German movement in the north which does not contemplate the strengthening of the present German forces there.

Must Have More Men.

It is pointed out that recent developments proved the inability of Hindenburg's Divina army to withstand the pressure put upon them by Kuropatkin's short-lived offensive. Unless the German commander in chief has a far greater number of men at his disposal, it is not believed that he will be capable of striking any crushing blow at the Russian defenses between the Gulf of Riga and the capital city.

The odds are all in favor of the Russians. Between the German armies and their goal the Russian forces are firmly entrenched and in huge numbers in a region preeminently fitted for defensive operations. The railroad lines interlacing the vast interior of Russia are all at their disposal, and troops and supplies could be sent in short time to the aid of any threatened portion of the northern front.

Will Smother Drive.

The very fact that the Russian armies are in the ascendancy along the whole 400-mile eastern front leads observers to predict that the proposed drive on Petrograd will be smothered. At any time that danger threatened the half all offensive operations to the south, strip their lines of veteran soldiers and officers for use in the north, and still have sufficient forces to repel the Russian attempts to advance. This is especially true of the great Galician and Volhynian fronts, it is declared.

For these reasons London believes that the threatened new thrust against Petrograd is either to be an attempt to relieve the pressure on the Teutonic lines now being rolled back on Kovel and Lemberg, or but a feint to mask some new offensive in Galicia, perhaps, where Turkish troops by the thousands have recently augmented the Austro-German forces before Lemberg.

Russian Attack Goes On.

Meanwhile, unfettered by reports for which there is as yet no official foundation, the Russians could continue their powerful and incessant pounding of the German and Austrian lines behind Kovel and Lemberg, and the most ferocious fighting of the day took place around and in the village of Rudka.

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COPS SPURN CAR LINE'S 15-CENT LUNCH CHECKS

"They Want No Handouts," Commissioner Woods's Opinion.

Is 15 cents enough for a cop's lunch? Is 30 cents too much?

Division Manager Carrigan, of the Third Avenue lines in The Bronx, raised both questions yesterday morning when, after issuing checks to policemen on strike duty good for 30 cent lunches, he notified the company's office that he had done so.

Then things began to happen.

General Manager Maher sent back orders to cancel the checks and issue new ones for 15 cents, that, in his opinion, being enough for any policeman to spend for a midday refreshment. An opinion the police were so sure was wrong that they refused to accept them.

Commissioner Woods then stepped in and decided that Carrigan, Maher and all the policemen interested were wrong.

"New York cops want handouts from nobody," was the central thought in Commissioner Woods's decision. The patrolmen's thoughts on the matter could not be printed by any newspaper with a family circulation.

UPHOLDS NORDICA WILL CUTTING OFF HUSBAND

Court's Ruling Gives Singer's Sisters Million-Dollar Estate.

Mme. Lillian Nordica's million-dollar estate will pass to her three sisters, instead of her husband, George W. Young, it became known yesterday, when Judge Lawrence in Freehold, N. J., admitted to probate the will barring all claims made by the singer's husband.

Since Mme. Nordica's death the fight between her sisters and her husband over the bulk of the estate has raged bitterly. Soon after the singer's death Mr. Young filed in New Jersey the 1910 will, in which Mme. Nordica left him the greater portion of her property, and simultaneously counsel for the three sisters filed in New York the will made near Thursday Island, on board the steamer Tasman, just before the singer's death.

It is this latter document which the court now declares the legal one. With the exception of a few minor bequests, aggregating in the neighborhood of \$40,000, all of Mme. Nordica's property—including jewels said to be worth over \$500,000—is left to Mrs. Imogene Castillo, of Los Angeles; Mrs. Annie Baldwin, of Dorchester, Mass., and Mrs. Ione Walker. A paragraph in the document says:

"In this distribution of my estate I am not forgetful of my husband, to whom I have advanced over \$400,000 in cash, which I estimate is the full, or more than full, share to which he might be entitled."

BALTIMORE STILL EXPECTS BREMEN

Sympathizers Silent, but Return Cargo Awaits Her.

(By Telegram to The Tribune.)

Baltimore, Aug. 4.—The Bremen is coming—that is all either German sympathizers or Captain Hinch of the Neckar would say to-day. They will not say absolutely that she is coming to this port. But there is every indication that Baltimore will receive the Bremen as it received the Deutschland.

Her return cargo is on the Eastern Forwarding Company's docks at Locust Point, Baltimore. The Bremen knows, will receive her and her crew with open arms. There is absolutely no reason, outside of an impossibility of getting past the British patrol, which does not appear to exist, for the second submarine taking a chance at any other port.

RIOT AT BARNS FOLLOWS; NIGHT SERVICE MAINTAINED

SHONT'S SAYS 94 PER CENT OF HIS MEN ARE BACK OF LOYALTY PLEDGE

Men representing, Mr. Shonts believes, more than 94 per cent of the conductors and motormen on the Green Car Lines, on which a strike was called last night, assured him yesterday of their loyalty. In a letter they said:

"We, the undersigned uniformed employees of the New York Railways Company, desire to make these facts clear:

"1. We have given no one authority to present any demands on our behalf to the management of the company.

"2. We believe the relations between the management and the men of this company can be settled within the family ranks and without outside interference.

"3. We shall be glad to join in perfecting a scheme which will give specific representation to all employees in the maintenance of satisfactory relations between the company and employees.

"4. We are earnestly desirous of remaining at our work and co-operating to the end that there shall be no interruption, so far as we are concerned, of the street railway service of New York City."

With the postponement of efforts to organize the subway and elevated lines, it is believed no strike will be called on these roads before Wednesday.

WILSON WAITS ON R.R. STRIKE TO WHITRIDGE

May Make Personal Plea if Mediation Fails.

(From The Tribune Bureau.)

Washington, Aug. 4.—President Wilson was chiefly occupied to-day with the developments in the threatened railway strike, which would tie up practically the whole transportation system of the country. Beginning an hour before his usual time, the President had a second conference with Judge William L. Chambers, Commissioner of the United States Board of Conciliation, and with him went over the entire situation.

When the Cabinet met at 11 o'clock, it is understood that the President laid the entire matter before his advisers. What course of action was decided upon was not announced, but after the meeting it was declared that the President was anxious to do everything within his power to prevent the strike.

In case the Conciliation Board is unable to make progress, it was said, President Wilson will probably make a personal appeal to both the railway managers and the brotherhoods.

After the Cabinet meeting it was expected that Judge Chambers would be asked to confer with the President, but although he was not called on all day, he kept within easy summons of the White House. He refused to make any statements on the conference.

Hangar on His Way Here.

While President Wilson was thus seeking a way to prevent a break between the roads and men, George W. W. Hanger, appointed yesterday as a member of the Conciliation Board, was on his way to New York to confer with railway officials. He went in response to a request from Horace Baker, chairman of the special committee of the railroads, and S. E. Heberling, international president of the Switchmen's Union of North America. It is understood that both sides have agreed to meet.

COOK ASKS INSTRUCTIONS

"I would like to know," said Mr. Cook, when his protest against the commission's opinion was found to be futile, "what the commission's instructions would be, so that when the board of directors meets on Monday we may handle the matter with promptness and directness."

"I can't give you any directions," replied the chairman, "but this would be my suggestion: That power be vested in some one to act; that that person or persons take the matter up with the men. I have no right to suggest or ask that it be taken up with any one but the employees of the company."

So it was finally decided that Mr. Cook would present the subject of arbitrating the differences between the company and the car men to the board on Monday and try to bring about an adjustment. Both sides will receive copies of the commission's preliminary report.

When the board of directors acts Mr. Cook and Louis Fridiger, counsel for the Amalgamated Association of Street and Electric Railway Employees, will meet for a discussion of what may be done to effect a settlement. Then both parties will report back to the commission at 2 o'clock Monday afternoon.

Chairman Straus's opinion, concurred in by the four other members of the commission, follows:

"Gentlemen, I think from the testimony that has been developed we have arrived at a point where the commission is justified to make a preliminary summing up with a recommendation. Without making any formal finding

Hedley's Refusal to Meet Demands Brings Unanimous Vote at Meeting of Employees.

RICHMOND WORKERS QUIT; QUEENS TIE-UP PLANNED

4,000 Strikebreakers and 10,000 Police Are Ready—P. S. C. Lays Blame to Whitridge's Attitude.

The streetcar strike situation reached a crisis just before midnight. These were the principal features of the developments up to that hour:

About 800 conductors and motormen on the green cars, operated by the New York Railways Company, voted unanimously to strike. They left their meeting hall at Eighty-sixth Street and Third Avenue instructed to force their friends from the cars.

Despite minor riots along the routes of the surface car lines affected by the strike, service in general had not been discontinued at 2:30 o'clock this morning. Cars were running on regular schedule on Broadway and on Seventh, Eighth and Fourth avenues. On the upper East Side, following demonstrations at the car barns at Lexington Avenue and Eighty-sixth Street, service was irregular.

The crowd ran to the car barns of the Madison Avenue line and called to motormen and conductors to join the strike.

Employees of the New York & Queens County Railway Company met at midnight to take similar action.

Men operating cars of the Richmond Light and Railroad Company on Staten Island voted to quit at 1 o'clock this morning.

Execution of these threats means a spread of the strike to include all the surface car lines in the greater city except the B. R. T. lines in Brooklyn.

Subway and elevated lines are not affected. The union plans to call out employees of these lines next week.

A tie-up of the green car lines would involve nearly 3,200 men. If it is made effective the entire surface lines of Manhattan and The Bronx, except the blue cars, operated by the Second Avenue company, will be crippled.

This will mean the cessation of service on Lexington Avenue, Fourth and Madison Avenue, Sixth and Amsterdam Avenue, Broadway and Columbus Avenue, Brooklyn and Amsterdam Avenues, Seventh Avenue and Brooklyn, Eighth Avenue, Ninth Avenue, and the 145th Street, 116th Street, Eighty-sixth Street, Thirty-fourth Street, Twenty-third Street, Fourteenth Street, Eighth Street, and Canal Street Crosstown lines; Bleecker Street, Madison Street and Metropolitan Crosstown lines.

The fight for the green cars is in full swing. A packed meeting of street railway men, about 60 per cent of them employees of the New York Railways Company, voted unanimously to strike last night and then marched on the green car barns at Eighty-sixth Street and Madison Avenue. Conductors and motormen still operating their cars were hooted and jeered. Bricks were hurled, and the car barns surrounded by men shouting to their fellows to quit work.

The few policemen on duty were powerless until reserves arrived. Conductors on the Eighty-sixth Street crosstown lines stopped taking passengers as soon as the strike vote was announced. It was greeted with a wild shout inside and outside the hall.

Soon after the vote William A. Collins, organizer of the American Federation of Labor, announced an adjournment of the meeting until 1:30 o'clock this morning, when the men expected to have more of the green car men enrolled.

The men left the hall and ran through Eighty-sixth Street toward the Lexington Avenue barns. Many inspectors and several superintendents stood across the street from the hall. The strikers puffed out their chests at them as they passed and tauntingly shouted:

"Well, here we are. We're on strike."

Wear Cards in Hats.

Many strikers had decorated their hats with cardboard devices reading: "Don't ride on scab cars—Walk!" Green car operators encountered en route to the barns were called to join. The men boarded several open cars on Madison Avenue, urging crews to quit work, to run their cars into the barns and walk out.

Commissioner Woods, Deputy Commissioner Lord and half a dozen strong-arm men from headquarters reached the Eighty-sixth Street

The New Model

Remember those old one-lung, puffing, snorting motor cars which we used to marvel at fifteen years ago? We had never seen anything different.

You used to be equally well satisfied with the old order of Automobile Pages. But that was before The Sunday Tribune showed the way with its new model. Now, obviously, it would be very odd to stick to the old when the new is just as easy to get. Three small words to your newsdealer get it. They are: "Save My Tribune!" Have you said them?

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